



SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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S.A.S.M.E.E. Bulletin

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MODEL AND EXPERIMENTAL ENGINEERS INC.**

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CLUB JOTTINGS

By Smoky

SUMMER RUNNING DECEMBER 02

Well the last public run for the year, on Sunday 1st december was a warm 32 degrees with a relatively small attendance. Hear tell that this was the first pre xmas shopping sunday, so no doubt a lot of people headed off with credit card in hand. This was only our second public field day under the new regulations of our class two registration.

The necessary paperwork has been simplified and the safety officer of the day is quite able to document the required information which then has to kept in the club's files in case of a future audit.

Jack Davey in the gate was noted having a nod or two between arrival of patrons. Not so in the canteen as Margaret Lewis, Jean Clark and Jill Davey always seemed to be on the go. A warm day always makes it a tad unpleasant in the boiler house however, Ralph Ollerenshaw, Bob Scanlon and Colin Cook willingly accept this as an "occupational hazard" As usual a good turnup of boats were on the pond operators being, Dean Deguisto, Norn kernick, Doug Wallace, Jacob Ellison and Gerry and Mary Turner.

SASMEE Park Station 5"q

This station was only served by two trains but even with a smallish crowd they were still kept very busy.

Station masters John Monte and Graham Brown dispatched the following trains:-

0-6-0	Schenectady	John Beal
0-8-0	Netta	Dave Worral

Millswood Station 7 1/4"q

Strangely enough this station had an excess of power with 6 locos attending. For many it was just a layback afternoon with less than full loads often carried. Due to the traffic one loco retired early.

Station masters Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-0	Talyllyn #1	Bert Francis
0-4-0	Dolgoch #2	Craig Dunstan
0-6-0	Jinty	Len Redway
0-6-0	koppel	Glen Templeman
0-4-0	Dolgoch #2	Peter Denholm
	Shay #12	Graeme Dricoll

CHRISTMAS BBQ

Traditionally, the third Saturday in December is not a public day, instead the club plays host for the benefit of members to get together and reflect upon the happenings of the previous twelve months.

Although 91 persons had signified their intentions of coming the noteworthy heat wave [40.7 on the day] resulted in many staying home under the air conditioner. Some 60-65 people were comfortably seated in the shady area of the old exhibition track area, fanned by a pleasant breeze. The giant BBQ courtesy of Gavin Thrum and the Advertiser, more than adequately cooked to perfection the sausages and patties, the super chefs being Jack Davey, Malcolm Ambler, Bill Coles, Dean Deguisto and Jeff Schaefer. Soft drinks, tea and coffee were also supplied followed by deserts of fruit salad and ice cream. Early in the evening a mild change came through which lowered the temperature by several degrees. A couple of boats plied the pond and a number of steam locos [at 40 c] ran on both 5" and 7 1/4" g tracks with a couple of 5" locos taking advantage of the new interconnector to the 7 1/4"--5" circuit. As usual a few stalwarts stayed on till late. The grounds eventually being vacated shortly before midnight.

ENTERTAINMENT

At the September meeting Barry Dunstan showed a video he had compiled of the concrete re-sleepering of the Granville to Outer Harbor section of the Trans Adelaide line. Of special interest was the fascinating machine which took up the old wooden sleepers and replaced them with concrete ones. Jeff Schaeffer also showed his video of the Evandale Convention.[Tasmania]

October was auction night and November was show of work night. These two have already been reported on. At the December meeting Alan Wallace gave a very detailed and interesting talk on his 5" g Dynomometer car. The talk was well supported by computer graphics. Thought is being given to running a special day for those loco owners who are interested, to hook up behind the dyno car and partake in a non-competitive trial to see just how good their locos are performing. For further info speak to Alan Wallace or Bill Coles. As usual, January meeting was a play night and this was enjoyed by a number of members and their models. Others just chose to stand around and have a mag.

The February meeting was hosted by Alex metropoulos who once again put on an absorbing show of colour slides of SASMEE public field days, locos, boats and personel involved in projects and maintainance around SASMEE Park.

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FENCING

In order to comply with the regulations pertaining to "Amusement Devices" several of our fences have, or are about to receive attention. The "Loopy" fence from the tunnel exit to the girder bridge has been re-newed with the standard "Pool Type" fencing from Stratco. At the engineer's suggestion the long fence adjacent to the 5"g turntable has been heightened. The hand rails on the Lily Pond bridge have also been heightened.

RUBBISH DISPOSAL {Hard}

Following a request from the President at the February General Meeting, 11/2/03, a number of members turned up on the Wednesday working bee, 12/2/03 armed with gloves to help with filling a "Blue Bin" with all the hard rubbish from the bin next to the timber storage. It was dirty, dusty work but the area was completely cleaned and the bin all but completely overflowing. Thanks Chaps.

LOCOMOTIVE TRIALS

As previously mentioned loco trials using Alan Wallace's dyno car is yet to be finalised, namely, discussed at a general meeting, date to be held etc etc. Should prove very interesting!

SUMMER RUNNING FEB. 2003

The PFD on Sunday 2nd of February was your typical average day, that is average crowd, average temperature, average turn up of motive power and members.

The boiler house and boat pond were fully manned and SASMEE park station operated with five trains, whilst at Millswood station four trains made sure patrons had multi rides.

MILLSWOOD STATION

There is a problem at this station from time to time with members standing between the tracks talking amongst themselves and the station masters. This is not only an unsafe practise but also a hindrence to train drivers as they cannot see the signals, If you have been guilty then please do the right thing and keep clear of the tracks and allow the station masters to do their job.

SICK LIST

One of the stalwarts of the boat pond, Norm Kernick, has been missed recently due his wife's illness. Mrs Kernick has spent a while in Memorial Hospital and all Norm's mates at SASMEE wish her a speedy recovery.

NEW LOCO 71/4"q

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Another loco is about to hit the tracks after a period of several years. Phil Waugh, with some help from Andrew Mathews, has recently completed his latest model, a 0-6-0 Switcher of the Chicago Junction Rail Road, appropriately named "E.C. GRUMPY" Phil will be only too happy to impart the origin of the name, should you ask. For a man in his eighty second year to have completed a task of this magnitude is quite an achievement.

SPECIFICATIONS

Track gauge 7 1/4"	Fuel ---- char
Lenght 7ft 10ins [2390mm]	Width 16ins [407mm]
Driving Wheels 6" ball races in journals	
Cylinder Diam. 2 5/16"	Stoke 4 1/2"
Valve gear --- Baker	Steam brakes
Compensated adjustable spinging	
Piston valves	
Boiler 8"diam --- copper	Fully silver soldered
Super heater tubes --- 4x1"	Tubes --- 16x5/8"
Grate --- 8"x 8"	Area --- 64sq ins
Ball valve regulator	2 injectors + donkey pump
Livery --- Maroon & Black with Red Buffer Beams.	

END OF SUMMER RUNNING FEBRUARY 2003

Several public field days of late have not been renowned for large crowds and the PFD on Saturday 15th Feb. was definitely on the lean side.

There is no pattern that can be used to define the whim of our patrons. Maybe it was the original forecast of 37degrees --- who knows? Jack Davey was even discovered reading the newspaper in the gate house when usually he is keeoing anxious kids [and parents] in check and co-ordinating countless names on birthday party lists as well as keeping a eye out for people attempting to sneak in. Hot chips from the canteen always keeps empty tummies happy and the chip lady on the day was Kristine Templeman, ably helped by Jean Clark and Eleanor Goedecke. The boiler house trio of Ralph, Bob and Colin almost had to pay patrons to come over the bridge and have a look at the machinery.

Because of its central position the boat pond always attracts interest. Boating displays were put on by Bob Smith, Dean Deguisto, Tony Graystone, Doug Wallace and Mary and Gerry Turner. Safety officer of the day, Alan Sambrooks who, after completing his safety and paperwork had a relatively easy day.

The new trailing points at the exit of Millswood Station have blended in very well with drivers giving good reports, however a small glitch in the starting signal was still to be rectified.[i.e.cosmetic, not operational]

5 **SASMEE PARK 5"G**

Station Masters Des Goedecke and John Monte dispatched the following trains:-

0-6-0	Schenectady	John Beal
4-6-4	QR tank Blue Baby	Dave Worrall
0-4-0	Saddle tank	Malcolm Ambler
-----	Steeple cab electric	Ian Clark

MILLSWOOD 7 1/4"q

Station Master Alan Brabham dispatched the following trains:-

0-4-2	Talylyn #1	Bert Francis
0-4-0	Dolgoch #2	Barry Dunstan
0-4-0	Dolgoch #2	Peter Denholm
----	Shay #12	Graeme Driscoll

In view of the low patronage many trains were running part loaded and, at times, empty.

NEW MEMBERS

A warm welcome is extended to the following new members and it is hoped that they will have a long and happy association with SASMEE.

Rodney Harris Full Member Elected 2/03

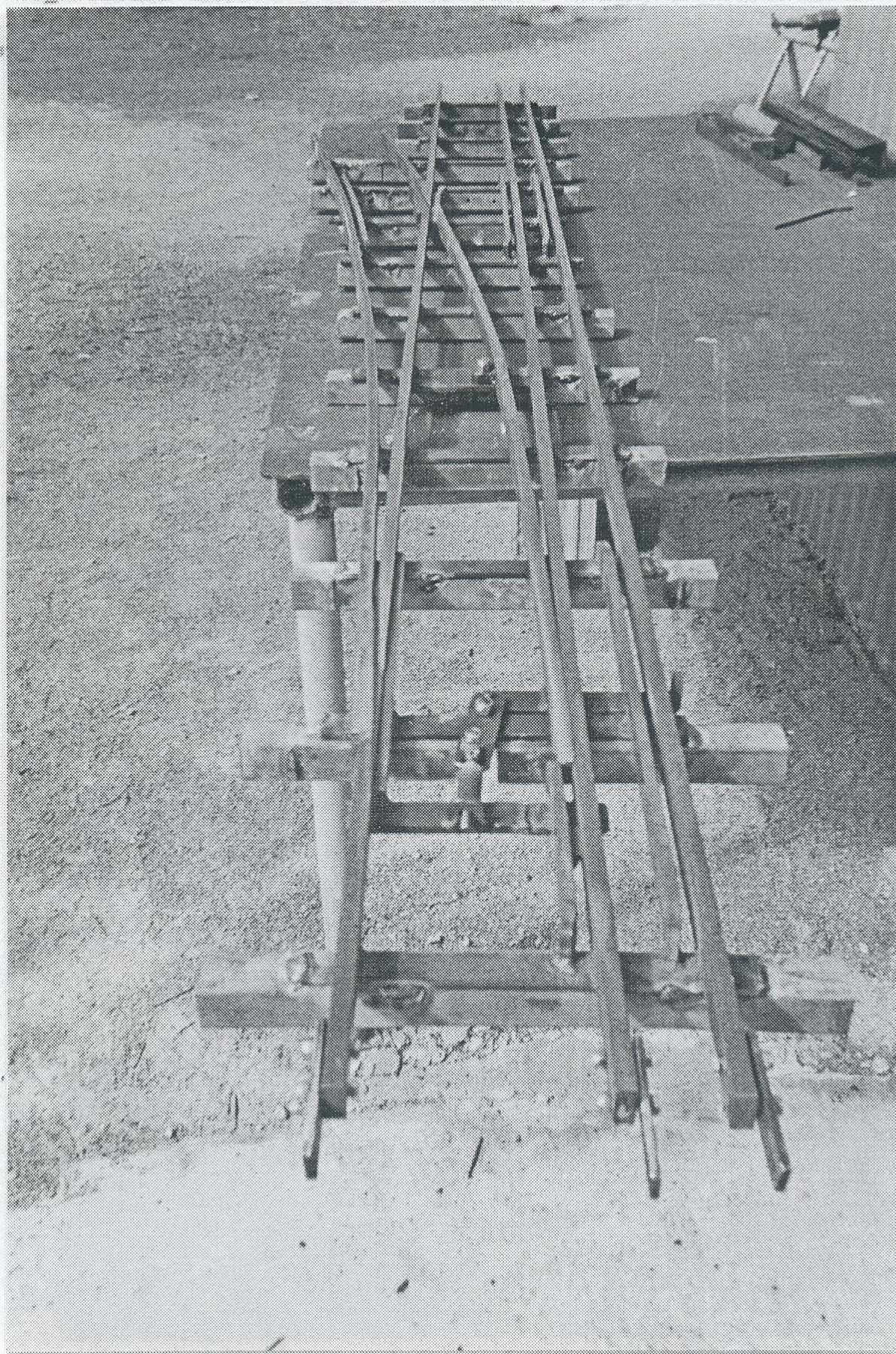
Michael Jeffress Junior Member Elected 2/03

TRACK WORK 5" & 7 1/4"q

As members are aware the above tracks are gradually being renewed using slotted sleeper type of construction. Many panels have already been made up which will cover the complete canteen curve and the section under the steamhouse pedestrian bridge. This will provide a link with that already in place just prior to SASMEE Park Station. One or two problems need to be discussed before this section can be completed. In the meantime track panels are being manufactured and stockpiled.

BOAT POND

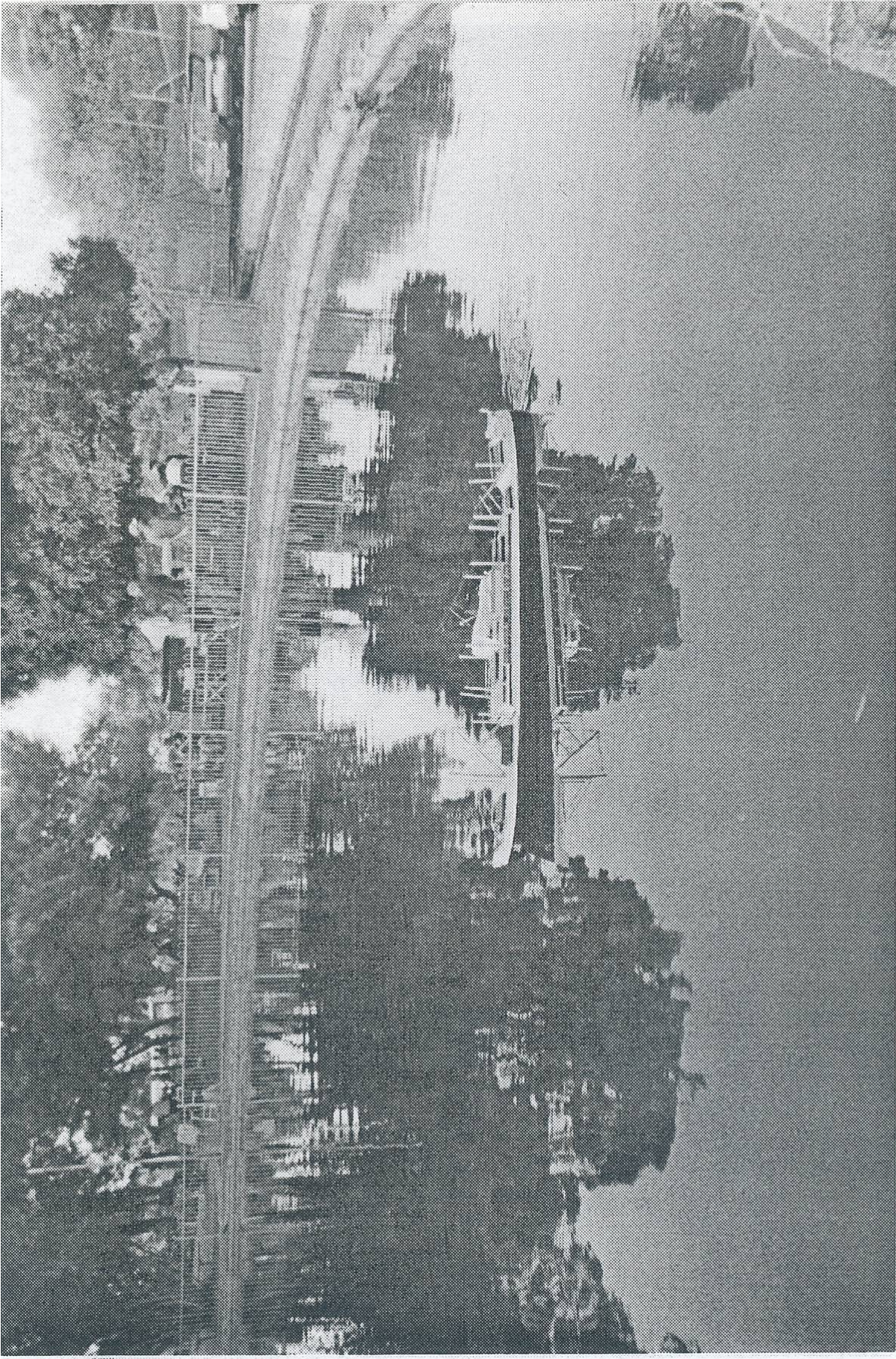
In order to keep the pond "Boat Friendly" regular maintenance is required in order to keep the water weed and algae at bay. On the subject of water weed the dosing of the pond with swimming pool chloride is not as effective as first thought. The weed returns! It would appear that the only way to overcome this problem is to remove the weed roots by physical means. This is being considered by the Wednesday crew, but a call for volunteers may be made due to the enormity of the task. On a brighter note the bore is being used to keep the level topped up. No mains water is being used.



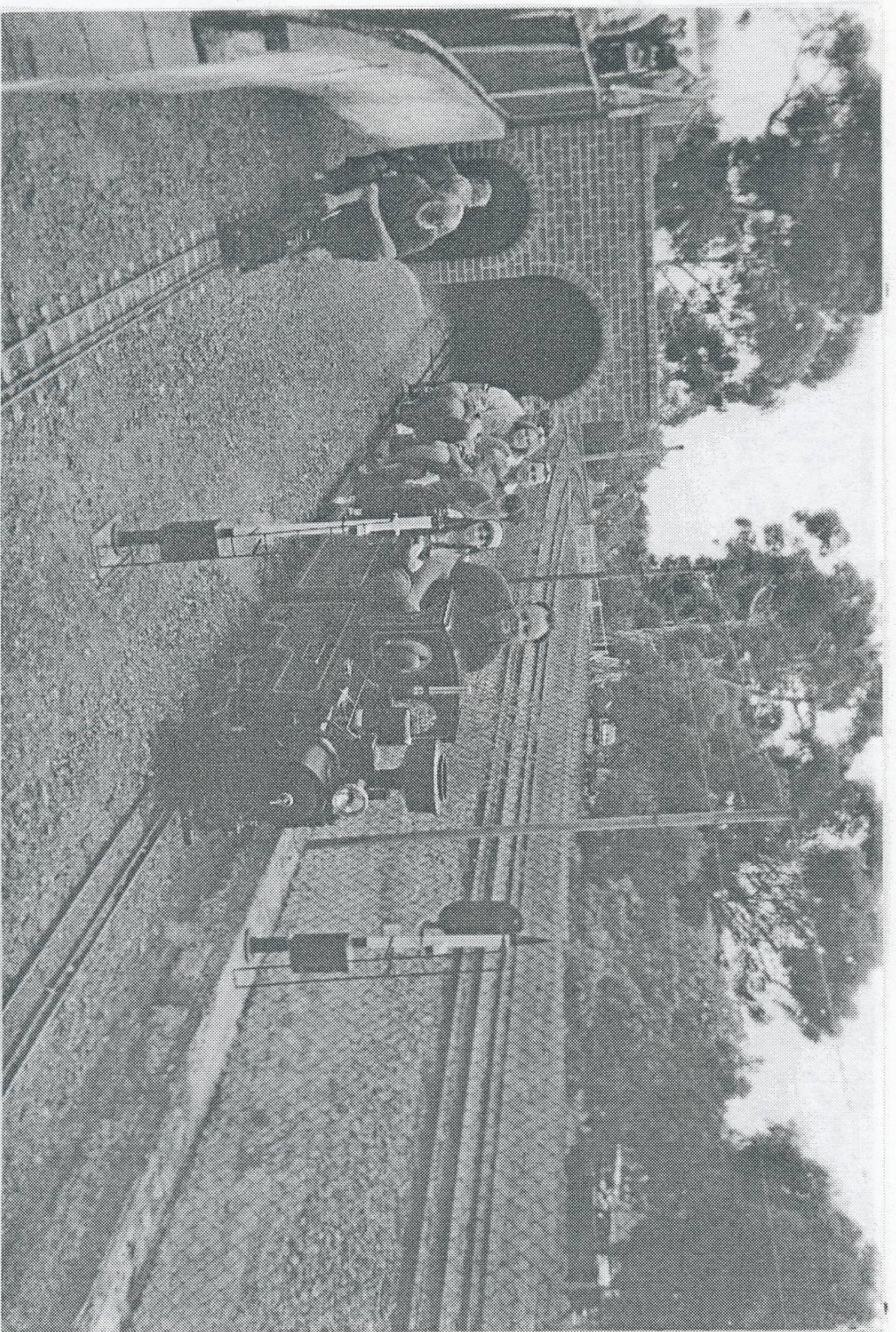
Multi gauge points with 5" g take off to the interconnector, ready for insertion 1/ 9 / 02



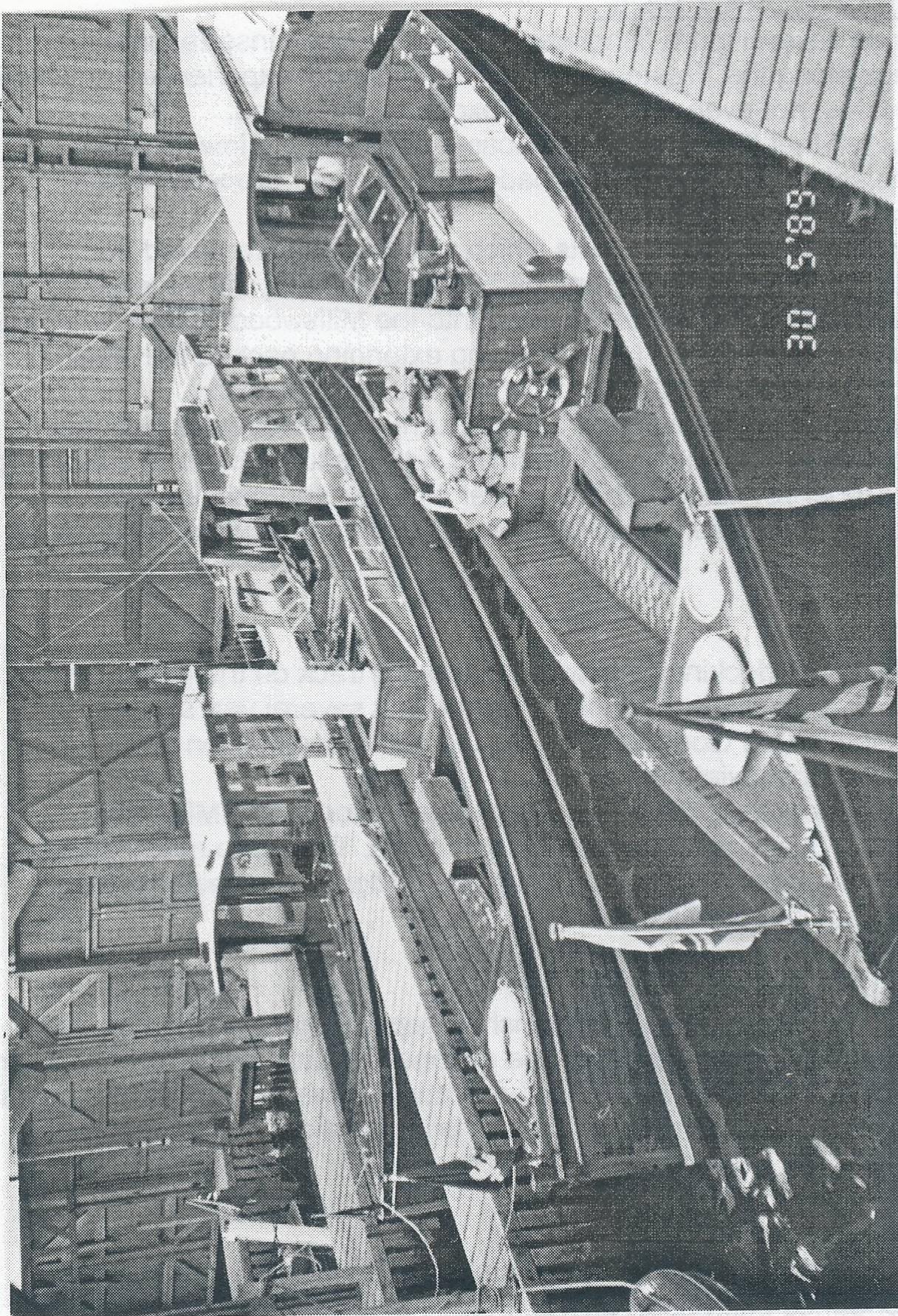
Ian Clark driving "Steeplecab" electric
P.F.D. 19/10/02



Bob Smith's Port Line Freighter in the Pond
P.F.D. 20 / 4 / 02



**Brian Homann driving 5" g "Nigel Gresley" and
Glen Templeman driving 7 1/4" g "Koppel"**
P.F.D. 7/ 4/ 02



General view of the Windermere Boat Museum
Lakes District, England

M

TRACKWORK 7 1/4" g

Since several more fishplated joints have been inserted into the track along the Western boundry we have not experienced any more buckles, not even on days that exceed 40 degrees.

It is felt that the extra joints became necessary following Trans Adelaide's removal of the shade trees on their property, which shaded our girder bridge.

The motorised set of points which were recently removed from Millswood Station exit [replaced by a trailing set] will undergo a modification and will be inserted into the Millswood Station entry and serve as an exit to a layover siding extending back to the level crossing at the Northern end of the SASMEE property.

With the long hot summer several turntable roads have had their mountings shifted thereby jamming with the turntable and preventing its proper rotation. With the cooler weather approaching this problem wil lessen, however some permanent solution needs to be found.

BRIDGES

The timber decking [walkway] on the 5" g track on the girder bridge has progressively loosened over the last several years and presently Des Goedecke is carrying out a modification program which will alleviate the problem.

The appearance of the steel fabricated prior to SASMEE Park Station has looked patchy for some tome. Thanks to newly elected junior member, Michael Jeffress, the bridge has received a long awaited coat of paint.

BOILER HOUSE

Boiler attendant Ralph Ollerenshaw reports that since piping the boiler feed pipe partially up the chimney a better efficiency has been achieved, thus allowing better operation of the machinery. Members are reminded to check first before bringing along timber fuel for the boiler.

SIGNING ON

It has been noted that some members are not signing the attendance book upon arrival. Please stop and "SIGN ON" before you proceed past the clubhouse. This way you won't forget and your presence will be recorded for insurance purposes.

LOCO TESTING

As members are probably aware Malcolm Ambler is building a N.S.W. 422 Class diesel electric locomotive as described in the Australian Model Engineer Magazine. Malcolm brought the loco, minus the body to SASMEE on Wednesday 12th of February for a test run. Powered by two deep cycle batteries the loco receives instructions from a hand held controller which can be plugged in to either end of the loco. The loco performed admirably, quietly, but with plenty of grunt. This very efficient loco is sure to make a very efficient passenger hauler. Can't wait to see the finished loco!

PASSENGER BOARDING SIGNS

As an aid to verbal instructions by the station masters both main line stations have quite large signs showing the correct method of boarding a train and the correct placement of feet.

LIBRARY CONCERN

A recent audit of bound Model Engineer volumes has revealed that the following are missing and unaccounted for:-

Volume 114 Jan-June 1956

Volume 124 Jan-June 1961

Volume 125 Jul-Dec 1961

Members are requested to check if they have any of the above and return them immediately to the library. Thank you.

SOME SASMEE HISTORY

From " SASMEE BULLETIN" May 1978

The success of any society or club depends upon co-operation and understanding of the other person's point of view. The spirit of compromise was very evident at the November meeting when the motion to build a ground level track in 7 1/4" g was put forward. By amending the motion to incorporate both 7 1/4" and 5" g, the move was successful and the Society has adopted this project.

The Rail Division of the State Transport Authority has agreed to allow the western boundary fence to be re-aligned outside its original position. This will allow the new track to be laid without altering any present set-up, and this will accomplish the laying of a ground level track, originally adopted for 5" g only in February 1972. By the time this article is printed the fence will have been re-aligned, and the preparation of the track bed started.

President: Paul Gristi

RAILWAY QUIZ

Q. What significant alterations were made to most of the S.A.R. "P" Class locos around the year 1945?

Answer in the next Bulletin.

ANSWER TO QUIZ --- Last Bulletin

Q. In what year was the last train to Henley Beach?

A. 1957

SIGNAL AND TRACK CHANGES AT MILLSWOOD STATION.

The following changes have been carried out to pointwork and signalling:-

The power operated EXIT points have been replaced by a set of conventional TRAILING points..

The associated lineside pushbutton stations have been removed.

The Millswood station EXIT signal has been replaced by a STARTING signal incorporating a THEATRE BOX indicator and the lineside TRAIN START pushbutton is located at the "Departure" end of Millswood Station.

The MAIN LINE signal remains unaltered and shows a normally GREEN aspect. The STARTING signal shows a normally RED aspect.

The starting sequence may be initiated by the driver of a departing train provided the MAIN LINE track is unoccupied.

If the MAIN LINE is occupied, then the THEATRE BOX indicator will display a DIAGONAL CROSS of RED lights and the TRAIN START button will be rendered inoperative.

When train has cleared the MAIN LINE track circuit the THEATRE BOX RED indication will be extinguished.

The departing traindriver may now press the TRAIN START button and the following sequence will occur:-

The THEATRE BOX indicator will now display the letter "S" in GREEN lights and the STARTING signal will change from RED to the GREEN aspect.

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Simultaneously, the MAIN LINE signal will change from the GREEN to the RED aspect.

When the departing train has cleared the STATION track circuit, the STARTING signal will return to the normally RED aspect and the MAIN LINE signal will revert to the normally GREEN aspect.

NOTE:- The TRAIN START button cannot be operated if the track is unoccupied.

Should a driver wish to abort the starting procedure he may do so by pressing the START CANCELTRAIN button mounted under the TRAIN START push button box.

This will restore the STARTING signal to the normally RED aspect and the MAIN LINE signal to the normally GREEN aspect.

NOTE:- Both MAIN LINE and STARTING signals show route availability only. They do not indicate the condition of the track ahead, which is unsignalled, requiring normal driver vigilance.

G.V. TRUM
I.O. CLARK

Signals & Telegraph Engineer.
Assistant S & T. Engineer

WEB SITE

If you are into the WEB one that is worth looking up is the Melbourne Society of Model and Experimental Engineers

www.msme.org/index.html

Apart from featuring our own Alan Wallace the site contains a vast array of related links covering a full range of Model and Model Engineering projects, tools and machines, home workshops, indexes to Model magazines etc and the list goes on and on. The site is well presented and well worth a visit.

The Editor.

47th ANNUAL AALS EASTER CONVENTION

SASMEE members are reminded of the Convention taking place at Penfield Model Engineers over the Easter period. In supporting the function SASMEE will host a post convention run on April 22nd [4th tuesday] As in previous occasions the grounds will be open all day for those members who may wish to come along and either bring along their locos [or boats] or just roll up and watch the trains go bye. It is expected that a number of convention attendees will run on what has become a traditional post convention event. Ed.

S. A. S. M. .E. E. OFFICE BEARERS

2002 ----- 2003

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CANTEEN ROSTER:	JEAN CLARK	8293 6537
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